
TRANSPORTATION ELEMENT

PRIMARY GOAL

Construct and maintain an adequate system for vehicular, bicycle and pedestrian circulation within the community, while providing adequate access to the larger San Diego Region.

EXISTING CONDITIONS

The Rancho Peñasquitos planning area is bounded by one major freeway and traversed by another. Interstate 15 runs the entire length of the eastern boundary of the community and provides north-south regional access. State Route 56, partially completed, runs through the south central portion of the community and will eventually provide an east-west link between I-15 in Rancho Peñasquitos and I-5 in Carmel Valley.

Congestion near access points into and out of the community was a serious problem during the late 1980s but has been reduced due to construction of SR-56 between Rancho Peñasquitos Boulevard and I-15, construction of Mercy Road between Black Mountain Road and I-15, and completion of the High Occupancy Vehicle (HOV) lanes located in the median of I-15 between Rancho Peñasquitos and Kearny Mesa. There continues to be some peak hour morning traffic congestion on Rancho Peñasquitos Boulevard near the access point to I-15. Traffic is expected to be at mostly acceptable levels when SR-56 is completed between Rancho Peñasquitos and I-5. Lengthy delays in the construction of SR-56 will result in continued congestion near access points to I-15 because westbound traffic is forced to travel east to I-15 to gain access to alternate east-west roads such as Mira Mesa Boulevard and Miramar Road.

Public transit service in Rancho Peñasquitos is minimal. Three bus routes and two park-and-ride lots serve the community. These provide service to downtown San Diego, the I-15 corridor and Poway. Intra-community transit is inhibited by many factors including low densities, hilly terrain and lack of a transit orientation in the layouts of subdivisions and commercial areas. With considerable growth in Rancho Peñasquitos in recent years, there is a need for additional transit service. Several areas are currently underserved or not served at all. The Metropolitan Transit Development Board (MTDB) Short Range Transit Plan (FY 1993-99) shows virtually no bus service improvement plans in the MTDB region. Long-term proposals include a light rail line parallel to I-15, a transit center and expansion of DART service (Demand Responsive or Dial-a-Ride Transit) into the Rancho Peñasquitos Community. Currently DART serves Mira Mesa and Rancho Bernardo but not Rancho Peñasquitos. The MTDB will conduct a bus route study of the I-15 corridor during FY93.

Traffic Forecast

During 1990, a traffic study and forecast was completed for the Mira Mesa and Rancho Peñasquitos Communities. By modeling the land use and density designations of this Plan and the adopted community plans in surrounding areas as well as the San Diego Association of Governments (SANDAG) population and employment projections, it was possible to predict future travel demand and road network needs.

The 1962 and 1970 Master Plans for Peñasquitos East established the basic roadway network serving the community. The network includes Black Mountain Road, Carmel Mountain Road, Paseo Montalban, Twin Trails Drive, Paseo Valdear, Rancho Peñasquitos Boulevard and Peñasquitos Drive. **Figure 27** from the recent traffic study shows the anticipated average daily trips (ADT) on these roadways at community buildout.

ISSUES

Traffic circulation and congestion is one of the issues most frequently cited by Rancho Peñasquitos residents when discussing problems facing the community. While recent road improvements and traffic signals have provided easier access to I-15, the community continues to experience peak hour congestion and excessive travel times to locations east and south of the community. This is due to lack of an east-west connection from Rancho Peñasquitos to I-5 and limited access to the south. Other issues of concern to residents are inadequate transit service, noise and pollution from major roadways and freeways, the lack of a comprehensive pedestrian and bicycle circulation system and unsafe conditions for pedestrians crossing certain heavily used roadways. The policy objectives and recommendations for specific transportation facilities and improvements which follow are intended to ameliorate these existing transportation deficiencies.

GENERAL POLICY RECOMMENDATIONS

- Developers of all future residential, commercial and industrial projects in Rancho Peñasquitos must participate in building or funding needed transportation improvements identified in this Plan and further defined in the Public Facilities Financing Plan.
- Each new development should contribute its fair share to needed transportation improvements based on traffic, transit ridership and population expected to be generated by the development.
- Adequate vehicular and pedestrian access should be available to serve all significant community resources and public facilities with an emphasis on safety, aesthetics and integration of facilities.
- A continuous pedestrian and bicycle system should be provided throughout the community focused on open space areas and minimizing conflicts with motor vehicles.
- Public transit should be expanded to serve the entire Rancho Peñasquitos community and should be increased in frequency.
- Off-road vehicles should be prohibited on designated open space areas and public property.



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FIGURE

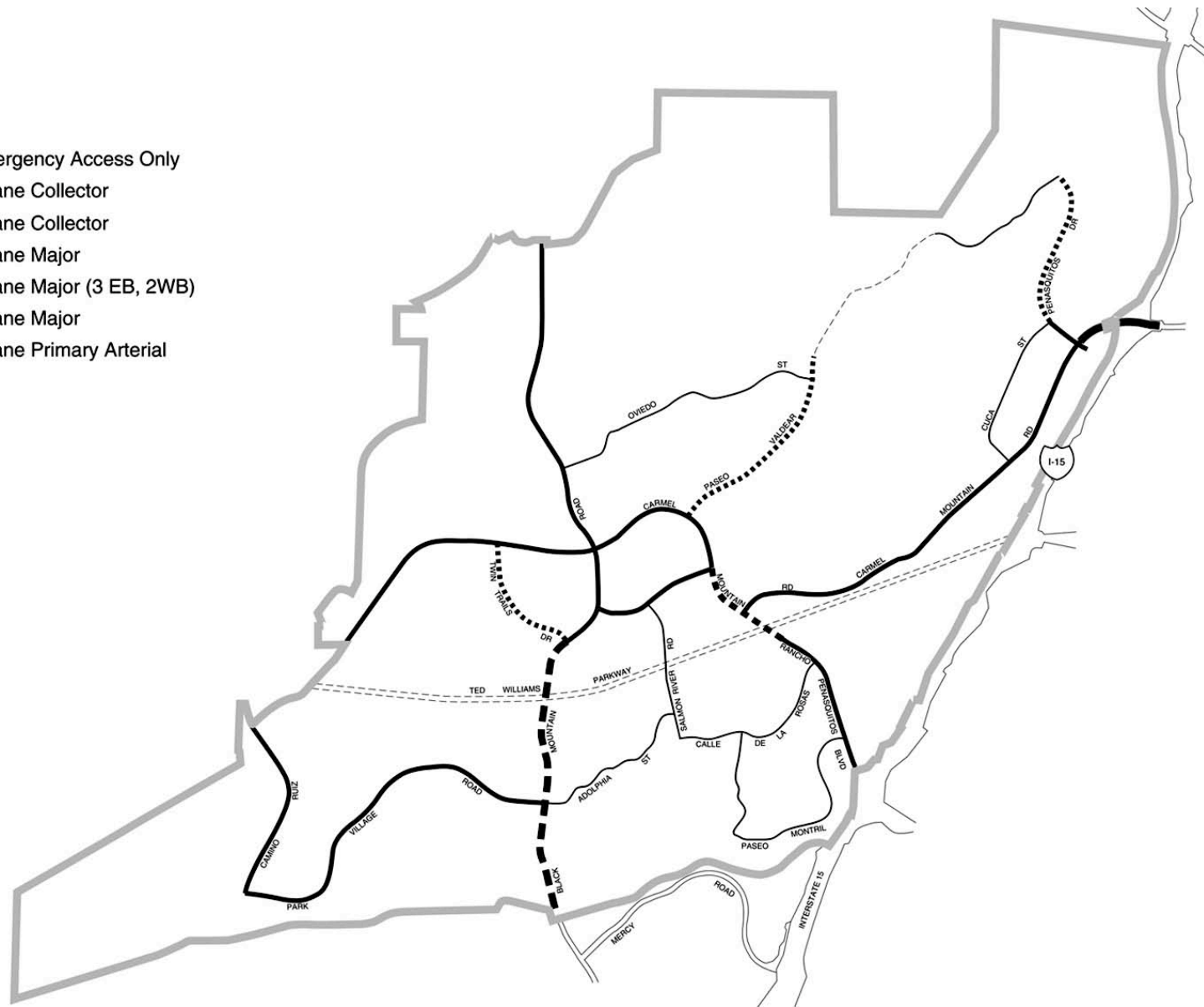
SPECIFIC RECOMMENDATIONS

Roadway Improvements

The following recommendations regarding specific roadway improvements have been developed based upon the recently completed traffic study and expressed desires of the community. Transportation improvements will be constructed in accordance with the phasing schedule in the Public Facilities Financing Plan. Roadway classifications shown on **Figure 28** which are not discussed in this section are unchanged from the previous community plan.

- **State Route 56.** State Route 56 (Ted Williams Parkway) should be constructed as a six-lane freeway from I-15 to the western boundary of Rancho Peñasquitos using TRANSNET and Facility Benefit Assessment (FBA) funds earmarked for this purpose. State Route 56 from I-15 to I-5 is a critical east-west link between Rancho Peñasquitos and surrounding communities and coastal areas. Money is currently being collected from assessments in six communities, including Rancho Peñasquitos, to obtain right-of-way for the portion of SR-56 that would traverse the future urbanizing area. It is recommended that, if environmental issues can be resolved, a financing mechanism should be developed to construct SR-56 as at least a four-lane facility through the future urbanizing area and that this road be built when sufficient funds have been obtained.
- **Black Mountain Road.** From just north of Twin Trails Drive to the southern community boundary, this road may be improved to modified six-lane arterial status with Class II bicycle lanes.
- **Camino Ruiz Extension across Los Peñasquitos Canyon.** The Camino Ruiz extension has been deleted from this Plan due to widespread opposition from residents and community groups in Rancho Peñasquitos and Mira Mesa. They feel that the environmental impacts of the roadway to Los Peñasquitos Canyon Preserve outweigh the benefits to traffic flow and access that would be achieved if the roadway extension were built, and they accept the severe congestion that will result on Black Mountain Road.
- **Camino del Sur.** Northerly terminus to Carmel Mountain Road – Retain four-lane major classification. The road should be designed in an environmentally and aesthetically sensitive manner, having minimal impact upon the natural open space system. The median can be reduced where there is no fronting property, which will help to minimize grading impacts.
- **Carmel Mountain Road.** Paseo Montalban to Rancho Peñasquitos Boulevard – Classify as a modified five-lane major street (3EB, 2WB).
- **Carmel Mountain Road.** Interstate 15 to Peñasquitos Drive – Classify as a modified six-lane major street.
- **Paseo Valdear.** Westerly portion, from Oviedo Street approximately 300 feet north – Classify as four-lane collector street; to limit of development in Montana Mirador classify as a local street. Cul-de-sac at Montana Mirador subdivision. Provide an emergency access road to westerly portion of Paseo Valdear.

- Emergency Access Only
- 2 Lane Collector
- 4 Lane Collector
- 4 Lane Major
- 5 Lane Major (3 EB, 2WB)
- 6 Lane Major
- 6 Lane Primary Arterial



Recommended Street Classifications
Rancho Peñasquitos Community Plan

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FIGURE



- **Paseo Valdear.** Easterly portion, from Peñasquitos Drive to terminus – Retain two-lane collector street classification. Cul-de-sac at Paraiso Cumbres subdivision. Provide an emergency access road to westerly portion of Paseo Valdear.
- **Rancho Peñasquitos Boulevard.** Carmel Mountain Road to Azuaga Street, i.e., southerly ramps for Ted Williams Parkway – Classify as a modified five-lane major (3EB, 2WB) with Class II bicycle lanes as illustrated on the attached street classification map (**Figure 28**).
- **Rancho Peñasquitos Boulevard.** Azuaga Street, i.e., southerly ramps for Ted Williams Parkway to I-15 – Classify as a four-lane major with Class II bicycle lanes as illustrated on the attached street classification map (**Figure 28**).
- **Salmon River Road.** Paseo Montalban to Adolphia Street – The existing two-lane collector street is sufficient to accommodate the traffic volumes forecasted in the recent traffic study. Therefore, the recommended classification for this roadway, formerly four-lane collector, is a two-lane collector.
- **Peñasquitos Drive.** Paseo Valdear to northerly community boundary – This road previously designated as a four-lane collector is now recommended for classification as a local street due to rough topography and low anticipated traffic.

Public Transportation

The existing transit services connecting Rancho Peñasquitos to downtown Poway and the I-15 corridor should be increased in frequency and should be supplemented by intra-community transit service. Intra-community transit service must be developed to provide an alternative to automobile dependence, despite the serious difficulties encountered in providing transit service to an area with hilly topography, low density and an irregular street system. Increased availability and use of transit is one of the goals the City's Transportation Demand Management Program. The following recommendations are offered to accomplish these goals, recognizing that funding to develop all the desirable services may not be available in the short term.

- **Existing Express Bus Service.** Existing express bus service from Rancho Peñasquitos to downtown San Diego should be increased in frequency.
- **New I-15 Bus Service.** Express and/or limited stop bus service should be provided from Rancho Peñasquitos to major employment and community activity centers outside downtown San Diego.
- **Light Rail (Trolley).** A light rail line should be constructed along the I-15 corridor, connecting Rancho Peñasquitos with downtown, Mission Valley and other major activity centers. Two or more stops should be provided adjacent to the community to assure adequate access. Studies should also be undertaken to determine the feasibility of light rail along SR-56. These are long-term recommendations which would reduce the need for express bus service.

- **Park-and-Ride Lots.** The two existing park-and-ride lots should be augmented by an additional lot (or lots), in the vicinity of the intersection of Carmel Mountain Road and Rancho Peñasquitos Boulevard. Joint use of parking areas at schools, churches and parks for park-and-ride purposes should be encouraged.
- **Transit Stops.** Attractive covered waiting areas for bus stops should be provided throughout the community. These should be sited in highly visible locations where conflicts with vehicular traffic are minimized.
- **Intra-community Transit.** DART (demand responsive transit) or dial-a-ride transit service should be provided throughout Rancho Peñasquitos. Such service exists in neighboring communities. Provision of a fixed route intra-community transit system in Rancho Peñasquitos appears infeasible in the short term due to topography, low-density and existing road layouts but should be periodically re-examined and remains a stated community desire. If fuel prices rise sharply or fuel shortages develop, fixed routes traversing the community may become cost effective.

Non-Motorized Transportation

Non-motorized transportation systems include pedestrian paths and sidewalks, bikeways and equestrian paths. Pedestrian and bicycle circulation systems should provide access from residential neighborhoods to public facilities and commercial services and should link neighborhoods throughout the community.

A system of safe, accessible pathways and sidewalks should be provided along roads and through open spaces and public utility easements (see **Figure 30**). Pathways within the open space system are discussed in more detail in the **Open Space and Resource Management Element**. Pedestrian access must be designed and developed to avoid mid-block street crossings.

Pedestrian pathways in new commercial and residential developments should link with existing paths and conflicts with motor vehicles should be minimized. Where feasible, these pathways should provide direct access to public transit stops.

Public rights for pedestrian and bicycle access along the County Water Authority's right-of-way should be secured.

The public parklands of Black Mountain and Peñasquitos Canyon should be linked by a system of hiking, biking, equestrian and walking trails.

A system of bridle trails should be completed through the Peñasquitos Canyon Preserve to connect with the countywide riding system.

Bikeways should be provided on important streets in accordance with **Figure 30**. All major streets within the community should have Class II bike lanes with on-street parking prohibited where possible.

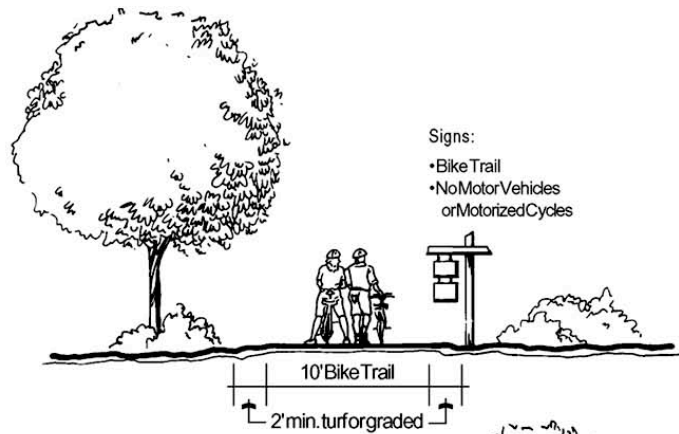


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FIGURE

Bicycle parking facilities include both bicycle racks and bicycle lockers. Bicycle racks should be designed to allow the user to lock both wheels and the frame of the bicycle without the use of chains or cables. Chains and cables are easily cut by thieves using bolt cutters. It is recommended that bicyclists use U-shaped high security locks to lock bicycles. Bicycle racks should be provided for visitors to major activity centers arriving by bicycle. A combination of bike racks and lockers should be provided at transit centers.

Bicycle parking facilities should be identified by bicycle parking signs. Bicycle parking signs with directional arrows should be used to guide bicyclists to bicycle parking facilities when the facilities are not immediately visible to arriving cyclists.

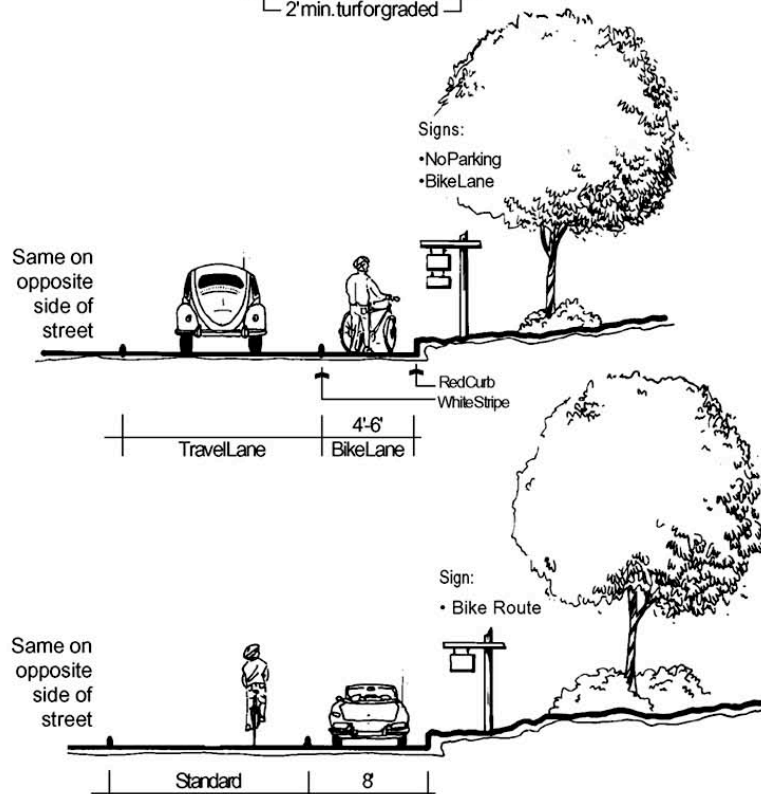
Bicycle parking facilities should be located closer to the entrance of the activity center than the nearest motor vehicle parking space. The placement of bicycle parking facilities should not block pedestrian traffic.



Class I (Typical location—open space)

Bicycle Path

A completely separate right-of-way for the exclusive use of non-motorized vehicles.



Class II (Typical location—major street)

Bicycle Lane

A restricted right-of-way located on the paved road surface alongside the traffic lane nearest the curb, and identified by special signs, land striping, and other pavement markings.

Class III (Typical location—neighborhood street)

Bicycle Route

A shared right-of-way designated by signs only, with bicycle traffic sharing the roadway with motor vehicles.

Bicycle Facilities Classifications Rancho Peñasquitos Community Plan

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FIGURE

